

Overview of Alternative Fuel Vehicles in Use Data (Onroad), 2000

Based on published data Tables 19 through 26
U.S. Department of Energy
Energy Information Administration

Website location: <http://www.eia.doe.gov/fuelalternate.html>

Data derived from:

**Form EIA-886“Alternative Transportation Fuels & Alternative Fueled Vehicles Annual Survey”
and
Federal Automated Statistical Tool (FAST), a DOE/GSA database of federal vehicle data**

Form & Instructions link: <http://www.eia.doe.gov/cneaf/alternate/page/forms.html>

Contact Cynthia Sirk, (202) 287-1925, cynthia.sirk@eia.doe.gov

EIA's Vehicle Classifications

Automobiles (sedans, station wagons, mini- and sub-compacts, and special purpose)

Vans (passenger vans and cargo vans)

Buses (school, transit, and intercity buses)

Light Duty Trucks (pickups and other trucks in weight class up to 8,500 lbs)

Medium Duty Trucks (pickups and other trucks in weight class 8,501 to 16,000 lbs)

Heavy Duty Trucks (trucks in weight class of 16,001 lbs and over)

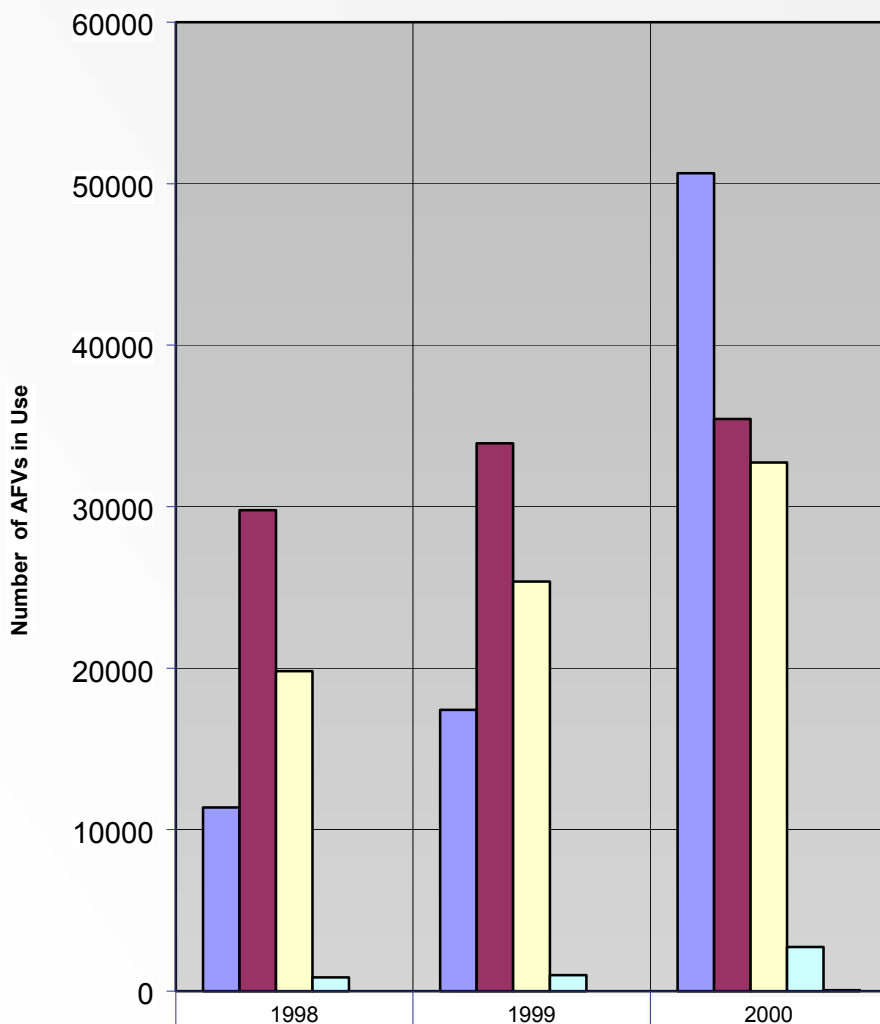
Other Onroad (motorcycles and neighborhood vehicles)

Note: Prior to 2000, all Federal user data were collected via the Form EIA-886. Starting in 2000, these data (as seen in Tables 19 and 20) are derived from the Federal Automated Statistical Tool, a joint database tracking Federal fleet data for EIA, DOE's Office of Energy Efficiency, and the General Services Administration.

Alternative Fueled Vehicles In Use, 2000

The use of Onroad AFVs in the United States continues to rise, as seen below in a three-year trend in growth rates by fuel type.

Figure 1. Fuel Type Profiles for AFVs In Use by Federal, State & Fuel Providers Combined



Alcohols	11372	17416	50652
Natural Gas	29786	33932	35423
Propane	19818	25371	32734
Electric	853	985	2725
Biodiesel (100%)	0	0	64

Source: Tables 19, 21, and 22 and historical data.

EIA publishes data tables depicting Onroad AFVs in use by Federal agencies, State agencies, and Fuel Providers. See Tables 19 through 25 for 2000 data.

Fuel Providers are comprised of electric utilities, natural gas distributors, and propane distributors.

Alcohol-based fuels include Ethanol (85%), and Methanol (85%)

Natural Gas includes compressed natural gas and liquefied natural gas.

Biodiesel in the form of B100 (100% Biodiesel) was approved for inclusion in the definition of an alternative fuel under EPACT, thus the introduction of AFVs using B100 in 2000.

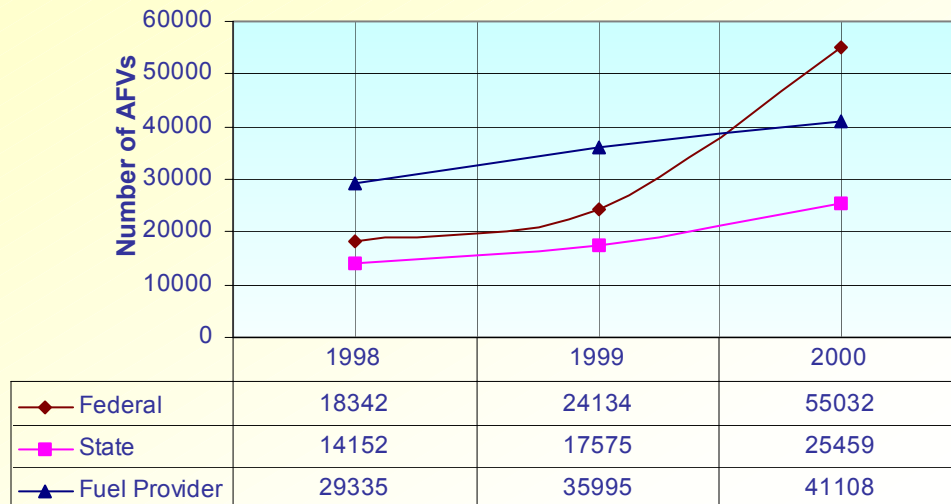
According to data collected on the Form EIA-886 "Alternative Transportation Fuels & Alternative Fueled Vehicles Annual Survey," AFVs capable of operating on Ethanol (85%)(or E85) are being used in 48 states and the District of Columbia; however, only users in 16 states show E85 fuel consumption for those vehicles.

2000 data for Federal agencies were derived from the Federal Automated Statistical Tool (FAST), a joint database between EIA, DOE, and GSA.

Alternative Fuel Vehicles In Use, 2000

Over a three-year period, the total quantity of AFVs in use has increased for Federal, State, and Fuel Providers.

Figure 2. Trends in AFV Usage



Source: Tables 19, 21 and 22 and historical data.

In 2000, EIA joined in partnership with DOE's Office of Energy Efficiency and the General Services Administration to utilize the Federal Automated Statistical Tool (FAST), a web-enabled database designed to track compliance with Executive Order 13149. In so doing, EIA attained 2000 Federal onroad AFV usage data from FAST. The increase in federal data between 1999 and 2000 stems mostly from the inclusion of federal AFVs which agencies lease from the General Services Administration.

AFV usage within Local & Municipal Governments

Figure 3. Top 15 List

Local/Municipal Government	State	AFVs
City of New York - Dept of Citywide Admin. Service	NY	2,128
City of Mesa	AZ	631
City of Dallas	TX	588
City of Forth Worth	TX	491
City of San Antonio	TX	351
City of Las Vegas	NV	342
City of Long Beach - Gas Department	CA	317
Lee County Sheriffs Department	FL	300
City of Coral Springs	FL	232
DeKalb County Government	GA	200
Sarasota County Sheriffs Department	FL	194
Broward County	FL	172
City of Hollywood, Fleet Maintenance Division	CA	154
King County Fleet Administration Division	WA	149
City of Tempe	AZ	147

Source: Form EIA-886 Alternative Transportation Fuels & Alternative Fueled Vehicles Annual Survey, 2000-2001

EIA has historically published only estimated data for local and municipal governments in combination with State level data. See Table 8 of the AFV Estimates. For more information, log onto www.eia.doe.gov.

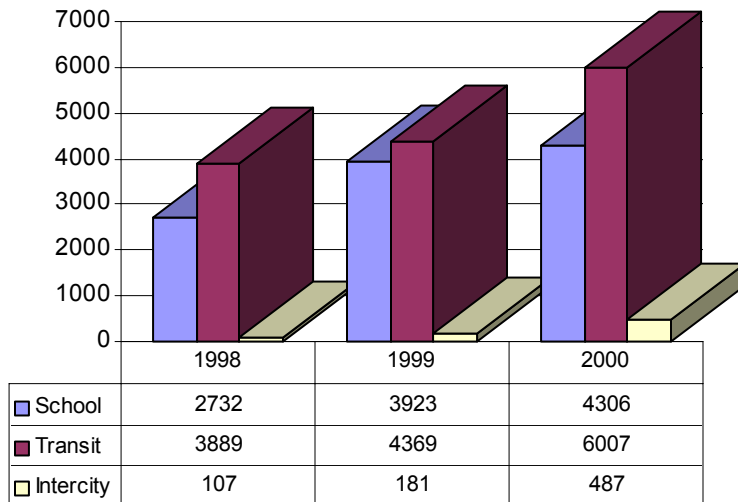
EIA's goal is to identify and survey all local and municipal governments using AFVs. Currently, EIA surveys 139 local and municipal governments.

In 2000, EIA decided to publish a list of the top 15 AFV users within this sector. These data are derived from those respondents that reported to the Form EIA-886 in 2001.

Alternative Fueled Vehicles In Use

Buses operating on Alternative Transportation Fuels

Figure 4. AFV Buses in Use by Type, 1998 - 2000



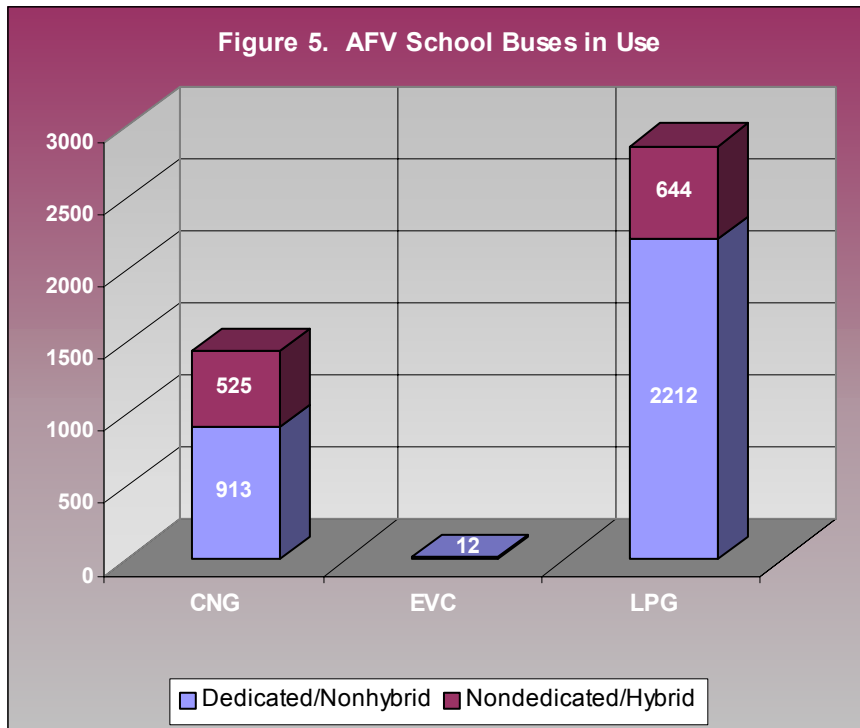
Source: Table 26, and historical data

The Top 5 Transit and/or Intercity Bus Users by State are ranked as follows:

1. California
2. New York
3. Texas
4. Arizona
5. Georgia

This list is based on data received in 2001 on the Form EIA-886, Alternative Transportation Fuels & Alternative Fueled Vehicles Annual Survey.

Figure 5. AFV School Buses in Use



Source: Table 26

The Top 5 School Bus Users by State are ranked as follows:

1. Texas
2. Mississippi
3. Illinois
4. California
5. Oklahoma

This list is based on data received in 2001 on the Form EIA-886, "Alternative Transportation Fuels & Alternative Fueled Vehicles Annual Survey."

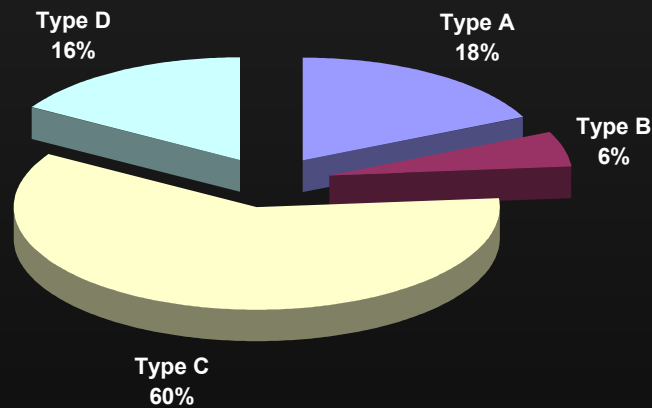
EIA's goal is to identify and collect data from all entities using AFV school buses. To date, EIA has collected information on 4,300 school buses throughout the United States.

Alternative Fueled Vehicles In Use

Of the more than 450,000 school buses in operation in the United States*, EIA identified 4,300 configured to run on alternative transportation fuels.

*Based on information from School Transportation News located at www.schooltransportation.com

Figure 6. School Buses by Application



Source: Form EIA-886 Alternative Transportation Fuels & Alternative Fueled Vehicles Annual Survey, 2000-2001

Figure 7. School Bus Body Types

EIA currently collects school bus data using four body types. (Source: www.schooltransportation.com)



Type A is a conversion or body constructed upon a van-type or cutaway front-section vehicle with a left side driver's door.



Type B is a conversion or body constructed and installed on a van or front-section vehicle chassis, or stripped chassis, with a GVWR of more than 10,000 lbs, designed to carry 10 or more persons. Part of the engine is beneath and/or behind the windshield and beside the driver's seat. The entrance door is behind the front wheels.



Type C is a body installed on a flat-back cowl chassis with a GVWR of more than 10,000 lbs, designed for carrying more than 10 persons. The engine is in front of the windshield and the entrance door is behind the front wheels.

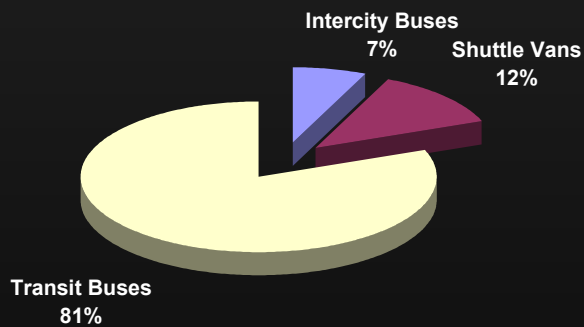


Type D is a body installed on a chassis, with the engine mounted in the front, midship, or rear with a GVWR of more than 10,000 lbs and designed for carrying more than 10 persons. The engine may be behind the windshield, beside the driver's seat, near the rear of the bus, or midship between the front and rear axles. Entrance door is ahead of the front wheels.

Alternative Fueled Vehicles In Use

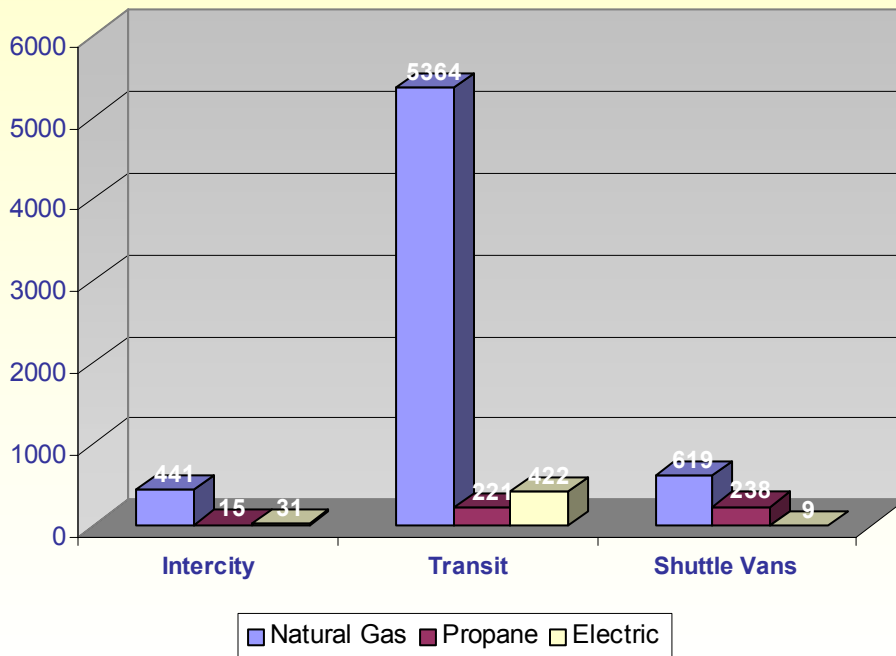
Another niche market for AFVs is Transit Agencies.

Figure 8. AFV Buses/Vans Used for Passenger Transport



Source: Form EIA-886 Alternative Transportation Fuels & Alternative Fueled Vehicles Annual Survey, 2000-2001

Figure 9. AFV Buses/Shuttle Vans by Fuel



Source: Form EIA-886 Alternative Transportation Fuels & Alternative Fueled Vehicles Annual Survey, 2000-2001

Based on data from those transit agencies and state and local governments that responded to the Form EIA-886 in 2001, there were slightly over 7,000 AFV buses and/or vans in use for passenger transportation.

Why is CNG a dominant fuel in the bus arena?

According to the Los Angeles County Transportation Authority, the largest user of dedicated natural gas transit buses in the United States, pilot programs of alternative-fueled bus acquisitions occurred in the early 1980s and, as the performance of CNG buses continued to maintain a tolerable rate, the transit agency began acquiring more CNG buses and developing an infrastructure for refueling. Over the years, they have continued with CNG because they feel it is a good alternative to gasoline or diesel and they already have a substantial investment in the success of this program. Future acquisitions will increase their fleet size to over 2,000 dedicated CNG transit buses.

Natural Gas includes compressed natural gas and liquefied natural gas.